Active Transportation Program – Technical Advisory Committee

Meeting Minutes
Tuesday, September 19, 2017
9:00AM to 3:30PM
CSU Sacramento, Modoc Hall, Willow Suites

Attendees: April Nitsos, Tamy Quigley, Eileen Housteau, Mary Hartegan, James Stanger, Kate White, Jeanie Ward-Waller, Jim Townsend, Victoria Custodio, Stephen Patchan, Jaime Espinoza, Jerry Barton, Kevan Shafizadeh, Linda Khamoushian, Emily Abrahams, Robert Nelson, Lonora Graves, Teresa McWilliam, Richard Rendon, Cesar Hernandez, Laurie Waters, Paul Keener, Jonathan Matz, Oona Smith, Esther Postiglione, Adam Fukushima

By Phone: Rob Chavez, Kevin Jensen

Topic	Speaker
ATP Delivery Report Jaime handles the time extensions and reporting for the program. There is a report template on the website for agencies to use in their reporting. Lapsed funding doesn't mean that the projects lapsed. They examined the proposals and came up with a listing of items that captured all of the ATP related items that should be reported on and adjusted for cycle three. ATP Proposed Rollup are suggestions on what to capture. Under bike lanes – buffered, bike boxes, two-stage left-turn bike boxes. Pedestrian – small towns and rural communities can have "pedestrian lanes" instead of sidewalks. Benefit-cost analysis. The reporting is part of a mandate after the program is done. Every applicant has to fill out the presented sheet as part of the application. The overall program report is the level captured in the application. The application itself has a scoring structure to it. For the noninfrastructure rollup, need to include skill-building equipment. We need to show how to build out disadvantage communities (DACs) to show a stronger understanding of the real benefits and how they're fulfilling a community-identified need as articulated in the guidelines. Under bike and ped improvements need to indicate if they're near schools or transit and if they are urban or rural.	Jaime Espinoza
Benefit-cost Tool The benefit-cost tool is a regional model for project-specific analysis and network analysis. The cost tool is now integrated into the models. The tool can capture benefits to transit when that intersects with an ATP project. It covers multiple kinds of projects: upgraded facilities, new facilities, combinations of the two, projects benefitting school children and broader projects, and NI and infrastructure projects.	Rose Agacer - Solis
California Conservation Corps They hire young people from the communities to help their own communities. They're being educated and working through a career program and being mentored. There are fourteen Community Corps throughout the state. These are certified. They do public works projects and the participants get valuable training. They work on ATP projects. It's an opportunity for the ATP participants to partner with the state and local Corps.	Nicholas Mueller

Safe-TTEC / ATP Crash Summary Tool UC Berkeley gathers data from the database of police and CHP reports and digitally places them on a map. TIMS is free. There are drawing tools that can show the exact limits on your project. When the boundaries are drawn, they can show specific data and detailed accident information. Clicking on the summary options shows the collision data and rates, such as decreasing numbers of collisions. TIMS main tool shows in-depth summary which contains many factors such as victim summaries, degree of injury, victim safety equipment, victim age and gender, time of day, etc. There is also a Google results map, which shows traffic, street view, bicycling routes, and a heat map. This raw data can also be downloaded. You can print the entire ATP program.	Ted Davini
Count Data Methodology Introduction Any individual projects need before and after counts. The program evaluations also require this. It plays a key role in project selection and scoring. Before and after counts require standardized methodologies for conducting bike and ped counts at individual locations. Count data for program evaluations are similar. There is a need to develop methodologies for estimating total daily trips. There is also a need to create interim guidance that establishes standards.	Ted Davini
ATRC Update The Active Transportation Resource Center provides assistance, guidance, resources, training, and evaluation. CDPH contracts with them for NI technical assistance, materials, and training. Sac State are the bike and ped infrastructure experts, providing materials, training, website and listserv, needs assessment, and meeting facilitation. The website http://caatpresources.org is on the new platform and its being updated. There will also be a YouTube channel. The Safe Routes to School launch program helps communities creative strong Safe Routes to School initiatives. Rails to Trails offers technical assistance to DACs in Tulare and Riverside Counties. FHWA offers trainings, assessment, analysis, engagement, and outreach.	Emily Abrahams